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## NO SLACKENING NOW.

**T**HE past few days have found sundry joyous marchers in the anti-Tammany ranks shouting that the fight is won and next Tuesday's result assured.

The spectacle of Murphy and McCall desperately thrashing about and beating the air under the sting of the Hennessy and Sulzer charges tempts easy-going opponents to say: "Let 'em alone and they will lick themselves."

Bad reasoning. Don't forget that it is not alone Murphy and McCall that must be beaten next Tuesday, but a tough and seasoned organization that knows how to weather defeat—an organization that has more than once found itself reduced to mutter grimly: "The Boss is dead. Long live the Boss."

Murphy and McCall may be beaten already. But Tammany will never be crushed by defeat unless defeat is so overwhelming as to tumble the Wigwam about its ears and leave no alternative but for the Democratic party in New York to build a respectable stronghold in its stead.

That is why it is the duty of every anti-Tammany worker to keep the campaign at fighting pitch to the last minute. That is why every hour and every ounce of strength that remains must be used to pile up a mountain of anti-Tammany votes that will roll down next Tuesday like an annihilating avalanche into Fourteenth street.

Brady's death

## LET'S GET TO THE BOTTOM OF IT.

**P**ERHAPS the strike of the mail chauffeurs may help to bring out some much-to-be-desired facts about the auto mail-wagon service in this city.

The Evening World has repeatedly denounced the way in which huge mail trucks hurt themselves through the streets regardless of life and safety. Public opinion is now thoroughly aroused. Mayor Kline has recommended to the Board of Aldermen that the city ordinances be amended to take the mail wagons out of the Fire and Police apparatus class and put them under reasonable restriction.

A mail chauffeur in a letter already printed in this column declared that drivers are forced to speed the wagons because, even with the utmost haste, they can not finish their day's work in less than twelve or fifteen hours.

Now is the time for a thorough investigation of the manner in which the mail contractors in this city do their work. If it is the contractors' policy to run a scant supply of wagons at reckless speed and take chances of killing people at random in the streets, then it is time the city had something to say about it.

By the way—what about the rest of the candidates running on the Tammany ticket in this campaign? Can anybody tell us who they are?

## BREAK DOWN THE BARRIER.

**L**ET the South American newspapers that have encouraged the South American peoples to regard the United States as an ogre of greed and ambition, biding its time to gobble them all up, take note of and give due publicity to President Wilson's assurances of the last few days. The significance of what the President says is very particularly for all South America.

"The United States will never again seek one additional foot of territory by conquest." Our political interest in the South American Republics is neither a stealthy nor a sordid interest, but a frank desire to see the principles of constitutional liberty prevail throughout this hemisphere.

With the President of the United States laying down clear policy of this sort and an ex-President of the United States at this moment on the spot in South America with the best possible chance to drive such assurances home at first hand in his own exuberant fashion, now is the time, if ever, to punch holes in that barrier of distrust and misunderstanding which the South American people have built up between themselves and the United States.

We hope the Colonel will see his duty and spread himself on his part of the job. Perhaps he can make the South Americans forget the stealing of Panama.

## Letters From the People

**Wants Rear Cars for Smokers.**

To the Editor of The Evening World:

Not disputing that it is not only

effect forbidding smoking on Brooklyn

"L" trains, but why didn't they turn

the rear car into a smoker? Then

men would not stand on the platforms

to smoke. For when do a "few whiffs"

lasts better than when reading a paper

And now (which is more than I care

to tolerate) they are stopping smoking

even on street-car platforms. About 75

per cent. of the cities outside of New

York, I believe, have cars with smoking

compartments, seating at least from ten

to twelve men. Why is it that we cannot

enjoy such a luxury? H. A. F.

To the Editor of The Evening World:

You are to be congratulated upon

your fight against the deadly menace

of the speeding mail automobiles. In

the interest of humanity I beg of you

to continue the fight until this peril is

done away with. Your newspaper is

powerful; an individual is helpless. If

we appeal to the police authorities we

are told that they "have no authority

to interfere with mail wagons." If we

appeal to the Postmaster we are told

that "the mails must be moved expeditiously."

The case of the little child who was

killed on Fourteenth avenue, Brooklyn,

last Wednesday is actual murder; there

is no excuse, no mitigating circum-

stances. These autos go through that

thoroughfare with the speed of express

trains, and no one can raise a hand

to restrain them, because "the mails

must not be interfered with." Granted

that they have the right of way, surely

that does not license them to kill

people!

The drivers are evidently under the

impression that they are above the law

because they are "carrying the mail,"

and are that belief that strengthens and en-

forces that belief that murders like that of

last Wednesday are permitted to con-

tinue.

If you can stop this criminal prac-

tice you will be the means of saving

lives, for more lives will be sacrificed

if it is not stopped. J. R. B.

**"Back to the Farm."**

To the Editor of The Evening World:

In reply to "H. A. F." who desires to

go farming after going to an agricul-

tural school and investing \$1,000, I would

like to suggest that he first investigate

how entirely different the city condi-

tions are from those of the country. A

great many people who have held good

positions in the city have got caught in

the "back to the land" movement, to

their regret. The thing for the person

with a love for the country to do be-

fore investing money in a farm is to

have out as a genuine farmer and

gain practical experience in country life.

As a sudden change to hard farm work

would be impossible to many in a city,

another plan offers itself, that is, teach-

ing a country school. In such a posi-

tion you have a fine opportunity to

study farm life. And the pay is better

than most people think. Full particu-

lars as to how to secure such a position

and as to credentials necessary may be

obtained from the Department of Edu-

cation at Albany. J. S. S.

Greenwich, N. Y.

## It Is to Laugh

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By Maurice Ketten

